

## **Appendix B.** Public Hearing Transcript

A P P E A R A N C E S

PROJECT TEAM MEMBERS:

Dallas Hammit: ADOT Prescott District Engineer  
Sally Stewart: ADOT Communication & Community Partnerships  
Orlando Jerez: ADOT Project Manager  
Mike Serio: ADOT Right-of-Way  
Alvin Stump: ADOT Resident Engineer  
Steve Martin: Kirkham-Michael Design  
Diane Simpson-Colebank: Logan Simpson Design

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ARIZONA DEPARTMENT OF TRANSPORTATION  
AND FEDERAL HIGHWAY ADMINISTRATION

PUBLIC HEARING ON DRAFT ENVIRONMENTAL ASSESSMENT  
SR 89A: CEMENT PLANT ROAD TO BLACK HILLS DRIVE

PRESENTATION AND PUBLIC COMMENTS  
Clarkdale, Arizona  
September 13, 2006  
6:15 p.m.

Reported by: Deborah Cleary, RPR/CR  
Certified Reporter No. 50663

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1 THE PUBLIC HEARING ON THE DRAFT ENVIRONMENTAL  
2 ASSESSMENT was taken on September 13, 2006, commencing at  
3 6:15 p.m. at the Yavapai Community College, Library  
4 Learning Center, Room 137, 601 Black Hills Drive,  
5 Clarkdale, Arizona, before Deborah Cleary, RPR, CR, a  
6 Certified Reporter in the State of Arizona.

7  
8 P R O C E E D I N G S

9  
10 MR. HAMMIT: Good evening. Welcome. My name is  
11 Dallas Hammit. I'm your district engineer for this area.  
12 I'm the Prescott district engineer which covers this part  
13 of the Verde Valley. Tonight we're here to talk about  
14 State Route 89A, the section of the road between Cement  
15 Plant Road and Black Hills Drive.

16 Tonight we are taking your comments on the  
17 environmental document called an Environmental Assessment,  
18 or you may hear us refer to it as an EA. We have a draft  
19 document that'll be talked about later, and we're  
20 searching for and asking for your comments.

21 I'd like to introduce our team members. As I  
22 mentioned before, my name is Dallas Hammit. I'm the  
23 district engineer. Orlando Jerez over here is our project  
24 manager. Mike Serio, I saw him come in, is back there.  
25 He's with right-of-way. Sally Stewart is here. She's

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1 with our communication and community partnerships.

2 A couple other people I'd like to introduce as a  
3 part of my team that's been very involved, Janet Dursley  
4 is in the back in the pink, Alvin Stump next to her, and  
5 Randy Blake is right there. Other areas, Manuel Sanchez  
6 from federal highways is joining us tonight. He is here  
7 somewhere. There he is.

8 Steve Burroughs from the Town of Clarkdale and  
9 Tim Costello with the Town of Cottonwood are also, I  
10 think. I haven't seen Steve yet, but Tim's here. These  
11 two gentlemen have been involved in the project all the  
12 way through, and it's really nice to have local partners  
13 in the project. We sometimes start going down a path.

14 And if we don't have that local perspective, we get headed  
15 in the wrong direction. So it's been nice that both Tim  
16 and Steve have been there at every meeting.

17 Our other partners in this are consultants that  
18 are doing the design. Kirham-Michael is doing the design  
19 work. Logan Simpson Design is doing our environmental  
20 work. And Kaneen Advertising and Public Relations has  
21 been doing the public involvement, put together the  
22 handouts that you have.

23 With that, I'd like to introduce Sally Stewart,  
24 and she's going to walk us through the next steps.

25 MS. STEWART: Thank you, Dallas. We want to make

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1 sure to say that we appreciate your attendance tonight.  
2 We know that you have many demands on your time, and we  
3 appreciate you taking some time to share with us on this  
4 project.  
5 Want to go through just a couple of logistical  
6 items. The restrooms are out the main door. There are  
7 refreshments in the back of the room. We ask that you  
8 help yourself. During the evening, we will have a  
9 presentation. This is a formalized process under the  
10 National Environmental Policy Act which Diane will explain  
11 in greater detail later.  
12 And because of that, you will see that we do have  
13 a court reporter in the room. They will be transcribing  
14 all the comments and presentation that's made this  
15 evening. So we're going to ask all of you to keep your  
16 questions to the question-and-answer period and that you  
17 fill out one of these question cards. We will be taking  
18 questions on these cards only, not from the floor. So if  
19 you don't have a card and you don't have a pencil, please  
20 help yourself to the stack that's up at the front door.  
21 We will offer you an opportunity to make verbal comments  
22 to the court reporter after the question-and-answer period  
23 concludes.  
24 And you can also take a comment sheet and provide  
25 written comments either tonight or by mail. And there

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1 will be some additional information about that later in  
2 the evening as well.  
3 There is also, in the very back of the room,  
4 there's a laptop computer set up with a DVD that is a good  
5 introduction to roundabouts, and it provides video so that  
6 you can watch large vehicles proceed through roundabouts  
7 such as fire engines. So after the question-and-answer  
8 period concludes, if you'd like to go back there, we can  
9 get that started for you and encourage you to take that  
10 opportunity to look at that educational DVD.  
11 Now for tonight's meeting, we've got the agenda  
12 on the screen. Let me just go through that with you very  
13 quickly. We will have members of our project team explain  
14 the overview of the project, give you the background, the  
15 purpose, and the need for the project and the objectives.  
16 Then we will go over the alternatives, and we will talk  
17 about the preferred alternative. And then we'll go into  
18 the environmental documents in some detail, and we'll talk  
19 about some next steps.  
20 At that point, we'll break into the Q-and-A  
21 session, and we will read the questions that are on these  
22 cards. So, again, I urge you if you have questions you  
23 want to ask tonight, be sure to fill out a card. When we  
24 start the question-and-answer period, we will come through  
25 the audience and pick up all the cards. And we have a

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1 whole team of experts that will be able to answer these  
2 questions.

3 So with that, I'm going to introduce Orlando who  
4 will cover a little bit more background about the project.

5 MR. JEREZ: Thank you, Sally. What I want to do  
6 is give you some background on the project. In 1999, the  
7 Verde Valley Transportation Study Update was prepared. At  
8 that time, the recommendation was to widen the road from  
9 two lanes to four lanes.

10 In 2003, the Yavapai County General Plan was  
11 prepared. The recommendation from that study was to do a  
12 five-length section, two lanes in each direction with a  
13 continuous median in the center.

14 In 2000, from 1998, the Design Concept Report was  
15 prepared for specifically this section of road. The  
16 recommendation in that plan was to study to do a access  
17 control on this segment of road. Also, they recommended a  
18 five-length section, two lanes in each direction and a  
19 continuous median.

20 In 2004, an access control capacity study was  
21 done. The recommendation from that study was to put curb  
22 and gutter throughout the project and to put a continuous  
23 raised median in the middle of the project, the road.  
24 Also, they would recommend five intersections in this  
25 section of the road, one at Cement Plant Road and SR 89A,

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1 one at Avenida Centerville, one at Lisa Street and Lincoln  
2 Drive, one at Scenic Drive and Groseta Ranch, the future  
3 road, Black Hills Drive and Verde Heights, Verde Heights  
4 Drive.

5 With that, I'd like to turn over the time to  
6 Steve Martin.

7 MR. MARTIN: Thanks, Orlando. Steve Martin with  
8 Kirkham-Michael. We've been doing the engineering work on  
9 the project. What I'd like to do is just give you a  
10 little brief overview of some of the technical aspects of  
11 the project development and the alternatives, starting  
12 with the project purpose and need. Why are we doing  
13 anything here at all?

14 As you all know, this has been a very rapidly  
15 growing community. A lot of large commercial and  
16 residential developments have been going in in the area.  
17 What this means is that by 2026, we're looking at  
18 potentially a tripling of traffic volumes. As you know,  
19 traffic's already fairly heavy but will get worse.  
20 Obviously, it's going to create a lot of demand for  
21 additional capacity.

22 Also, with the two-lane road that we have out  
23 there now, there's very limited passing opportunities  
24 particularly for the large trucks coming out of Cement  
25 Plant and other trucks in the area. Again, with the

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1 projected traffic volumes, the existing facility is going  
 2 to experience a lot of delay which will be a problem with  
 3 future emergency vehicle response times. The increases in  
 4 traffic of course add to accidents. We know that  
 5 increasing traffic and increasing turning movements will  
 6 result in increasing accidents over time. Also, there's  
 7 an insufficient opportunity right now for large trucks to  
 8 get turned around at Cement Plant Road. As you may be  
 9 aware, these large trucks can't proceed up the hill  
 10 towards Jerome. And when they get there, they need some  
 11 way to get turned around which is very difficult right  
 12 now.

13 And from that, we've developed specific project  
 14 objectives that we've tried to address through the  
 15 project. First and foremost, increase the traffic  
 16 capacity, as I mentioned, to address the projected traffic  
 17 increases. Maintain an efficient level of service, of  
 18 course, everybody wants to see the traffic move well and  
 19 your travel times be minimized. Provide the passing  
 20 opportunities, safe passing opportunities within the  
 21 corridor that don't exist now. Have separate opposing  
 22 traffic using a raised median or some sort of access  
 23 control to, again, improve the safety. And to improve the  
 24 main intersections, the actual intersection operation  
 25 which is where the majority of the turns occur to improve

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1 the safety at those points and also to provide for the  
 2 turning movements for large trucks.

3 The alternatives that -- actually we looked at  
 4 quite a number of alternatives. But the three that you'll  
 5 see addressed actually in the environmental document are a  
 6 no-action alternative or a no-build alternative which  
 7 would just be maintenance and minor improvements. We did  
 8 look at the traffic signal control alternatives so that  
 9 those five intersection locations that Orlando mentioned  
 10 that those would be conventionally controlled traffic  
 11 signals. And then we looked at roundabout alternatives  
 12 where those same intersections have roundabouts that we'll  
 13 talk about in a little more detail, and that's the  
 14 preferred alternative.

15 Preferred alternative, basically what we're going  
 16 to have is two lanes in each direction. To address the  
 17 capacity needs, we'll have an eight-foot wide raised  
 18 median that separates that traffic. There will not be any  
 19 left turns across that median except -- well, actually  
 20 there wouldn't be turns across it. There would be no  
 21 crossing the median except at the roundabouts themselves  
 22 as people cannot turn left out of properties or left into  
 23 properties from the main road. We'll have curb and gutter  
 24 and grading for future sidewalk, but the sidewalk's not  
 25 included in this project. We will grade behind it, beside

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1 the curb and gutter, for that. And we have the five new  
 2 roundabout locations that Orlando referred to.  
 3 Note, too, that that graphic that's on these  
 4 tables, you all may have seen that, it's in a lot more  
 5 detail than what's on the slide here. This just shows a  
 6 typical section of the roadway. It's, as I mentioned, two  
 7 lanes in each direction. The outside lanes are 16 feet.  
 8 The inside lanes, 14 feet with that eight-foot raised  
 9 median that you can see. It's offset about 14 feet to the  
 10 north of the existing road so that the south curb line of  
 11 the new road is roughly where the existing south curb line  
 12 is.

13 This just shows a typical roundabout. Again, you  
 14 can see this in a lot more detail in the graphics that are  
 15 on the tables, which is to show you we have a large circle  
 16 in the center of this. Traffic all circulates  
 17 counterclockwise through the roundabout itself. When you  
 18 enter it, everything is right turns. So all the movements  
 19 are made via right turns circulating around the  
 20 roundabout.

21 Now why the roundabout alternative versus the  
 22 others? First and foremost, it meets the future traffic  
 23 demand. Of course, the no-action does not. We could get  
 24 it with a traffic signal, but it operates a lot safer than  
 25 the traffic signal alternative, mainly due to these right

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1 turns only.  
 2 We know from experience of around the country and  
 3 around the world that there are significant safety  
 4 benefits associated with the roundabouts. Also it  
 5 requires less right-of-way than the traffic signal  
 6 alternative, and that's primarily due to the narrower  
 7 median.  
 8 In the signal alternative, you would still need  
 9 to provide for some left-turn into properties at certain  
 10 locations. You have to maintain a minimum 12, and  
 11 typically ADOT would actually have a 16-foot median in  
 12 that case.  
 13 Smoother traffic flow, as you all know, traffic  
 14 signals generally operate in a very jerky fashion. You  
 15 have to bring traffic to a stop, so there's stacking and  
 16 more jerky movement. The roundabouts allow for a freer  
 17 flow of traffic. There is some slowing at each one, but  
 18 generally not much stopping.

19 Also provides for a truck turnaround at Cement  
 20 Plant Road which is very difficult to get under any of the  
 21 other alternatives, mainly because the roundabouts are  
 22 designed for that kind of movement. And lastly this has  
 23 also enjoyed the strong support of the City and Town  
 24 councils.

25 Just to add a couple words, I guess, about the

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1 operation rules on roundabouts. They're a little  
2 different, so some people are a little leery of that. But  
3 basically it's pretty straightforward. Entering  
4 roundabouts as far as where you want to be and then how  
5 you move through it is very similar to a standard  
6 intersection.

7 If you want to go through or make a right turn,  
8 you stay in the right-turn lane as you approach it. If  
9 you want to either go through or make a left or a U-turn,  
10 you're in the left lane, very much like you would in a  
11 conventional intersection. The difference is you don't  
12 actually make a left turn across any traffic. You merge  
13 into the circle, and you make a right turn onto whichever  
14 leg you're making a movement on.

15 And these graphics just show -- and, again,  
16 they're on the board as well in the back. But the one on  
17 the top just shows the travel path sort of graphically.  
18 With the arrows, you can see on the right, if you're  
19 approaching this, that right, you can either go right  
20 there or you go through. If you want to go through or  
21 left, you stay in the left and you go through on the  
22 second lane or go around to the left or continue as a  
23 U-turn. And on the bottom is a typical sign that ADOT has  
24 come up with. You see this as you approach the  
25 roundabout, and it guides you as to what lane you should

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1 be in to make the movements you want to make.  
2 So that's pretty much it for the technical  
3 background. And with that, I'm going to turn it over to  
4 Diane Simpson-Colebank to tell you about the environmental  
5 aspects of the project.

6 MS. SIMPSON-COLEBANK: Good evening. The purpose  
7 of this hearing is to receive your comments on the draft  
8 Environmental Assessment. Tonight, we have copies of the  
9 draft EA, as we call it, on the back table. This document  
10 is also available on ADOT's website.

11 But the things I want to share with you tonight  
12 is that this document is being prepared in compliance with  
13 the National Environmental Policy Act or, as we call it,  
14 NEPA. Because there will be some federal funding in the  
15 construction of the proposed improvements, we have to  
16 comply with this NEPA and develop an alternative -- or a  
17 document that really describes all the potential impacts  
18 that could occur with the construction of the project.

19 Federal Highway is our lead federal agency, and  
20 they will be the ones who make the decision on the level  
21 of significance of the impact from the preferred or, in  
22 this case as we call it, the roundabout alternative.

23 The EA does a couple of things. The first thing  
24 it does and most importantly is that it discloses or  
25 identifies what those potential impacts are going to be to

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1 the environment. This identifies both the social and  
2 economic impacts, impacts to cultural resources, noise,  
3 air. Those type of impacts will be disclosed in this  
4 document in detail.

5 The next thing that the NEPA process does is it  
6 really provides for the updating of the community and the  
7 agencies that are interested in the project to provide  
8 their input on what they think about the alternatives and  
9 the preferred alternative, in this case, the roundabout  
10 alternative. The document assists Federal Highway in  
11 making the decision on what's appropriate in terms of  
12 meeting the purpose and need that Orlando identified  
13 earlier in the presentation.

14 Like I mentioned, there are copies in the back of  
15 the room. There are also copies of the document at these  
16 locations in your community. We invite you if you haven't  
17 had the opportunity to look through this document in  
18 detail to go there or, as I said, look on the website that  
19 ADOT has provided. This address is also provided in your  
20 handout on page 3.

21 The EA goes through a lot of detail about the  
22 potential impacts. I'm going to talk about tonight those  
23 impacts that will have a noticeable effect, and they're  
24 included in these five items.

25 The first item I'm going to talk about is the

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1 impact to land use. As Steve mentioned, there's going to  
2 be approximately 14 acres of right-of-way that's going to  
3 be needed in order to construct the proposed improvements.

4 This is primarily along the north side of the existing  
5 roadway in kind of a strip fashion. If you look on the  
6 maps that are on either side of the room, you can see  
7 that, the line that identifies where that right-of-way is  
8 needed.

9 The right-of-way is going to impact right now  
10 vacant property. There are no houses that will need to be  
11 relocated or any businesses that will need to be  
12 relocated. The general plans from both communities have  
13 identified this property as either future residential or  
14 commercial uses. So it will have an impact in that these  
15 lands will not be able to be used for those purposes but  
16 will be used for transportation.

17 Any land that's acquired by ADOT for this project  
18 will go through the process that will -- and then owners  
19 will be compensated at market value. Mike Serio, who is  
20 over here in the blue shirt, is our right-of-way  
21 specialist. And if your property is going to be affected  
22 by this proposed project, I would invite you to go and  
23 speak with him so he can tell you in a lot more detail  
24 than I can what the process is going to be for the  
25 acquisition of right-of-way.

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1 Some of the social impacts and economic impacts  
2 that potentially would occur with this project is two kind  
3 of fold. First is the temporary impacts that would be  
4 seen from the construction. As you know, any time there  
5 is construction along the roadway, traffic is slowed. It  
6 takes you a lot longer to go from point A to point B.  
7 There can be some potential impact temporarily on  
8 businesses who want people to come and stop in at their  
9 businesses and it's a little more difficult for them to  
10 get to. But these impacts will go away once the  
11 construction has been completed. That's why we identify  
12 them as temporary impacts.

13 Some long-term or more permanent impacts that  
14 would occur primarily after the project is completed would  
15 be those involving traffic patterns. We talked about how  
16 the raised median would deter left-turn movements so that  
17 you would have to go up to the intersection, turn around  
18 and come back to the place that you would want to go, that  
19 is, if it's along the way and not at the intersections.  
20 So there'll be a change in the way you drive the existing  
21 facility. There's also going to be an education because  
22 of the roundabouts, so you'll have to drive in a different  
23 pattern, different from signals.

24 And then the third thing that will happen in  
25 terms of economics is that to get to the businesses and

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1 some of the residential areas, you're going to have to go  
2 up and go around. This is out of direction of travel, and  
3 it'll take you a little bit longer to get to these  
4 locations. In the end though, the proposed action will --  
5 the construction of the roundabouts will improve the flow  
6 of traffic in this area, and we feel that it would have a  
7 beneficial impact to the community as well.

8 One of the other items that we talked about  
9 earlier in terms of purpose and need is that it would  
10 improve emergency services in the future. As the traffic  
11 volumes increase, emergency services are going to have a  
12 more difficult time maneuvering through two-lane roadway  
13 as it is right now. With the increasing capacity of the  
14 additional traffic lanes and the roundabouts, emergency  
15 services, police and fire will be able to move through  
16 much quickly through the intersections and get to where  
17 they need to go.

18 We also look at cultural resources. We  
19 specifically have gone out and identified the resources  
20 that are within the project area. And we identified  
21 three. Two are what we'd call -- or one is an historic  
22 feature which is the old SR 89A roadbed, and the other are  
23 two prehistoric sites. In our coordination with the  
24 agencies, we've identified these as potentially  
25 significant and have done coordination and additional

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1 investigation so that what happens now is that all the  
 2 information that could be derived from those sites have  
 3 already been recorded so that the impact to these sites  
 4 will not be any at all. So there'll be no impact to  
 5 cultural resources.

6 Any time we're in an urban area, noise is always  
 7 a concern. There's noise that's already generated right  
 8 now from the facility. And as the projected traffic  
 9 increases, the noise levels are also going to increase.  
 10 We look at when we analyze the impacts from noise is if  
 11 nothing is done or if there is a no-action alternative  
 12 what is going to be the level of noise out there with that  
 13 increase in traffic? And then we also look at, well, what  
 14 happens if the roundabout alternative is constructed?  
 15 What's the noise level going to be then?

16 The results of the analysis indicated that in the  
 17 no-action alternative where nothing is done, the two what  
 18 we call sensitive noise receivers out there are the  
 19 residential. Some of the residences that are out there  
 20 now, the level of noise is going to be increased even with  
 21 the no-action alternative. And, in fact, there's going to  
 22 be less of a noise level with the roundabout alternative  
 23 than with the no-action. We've also looked at, Do we need  
 24 to do some mitigation to lower those noise levels? And at  
 25 this point in time, the construction of things like a

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1 noise barrier would not be an effective way of lowering  
 2 the noise levels. And it also would be prohibitive to  
 3 having people access these properties.

4 But once the project goes into final design, we  
 5 will also do another final noise analysis to make sure  
 6 that any change in the alignment of the roadway may have  
 7 an effect on existing properties. So we want to go out  
 8 and take a final look at the noise and determine if there  
 9 are any mitigation measures that would be appropriate.

10 Visual resources, this is something that is so  
 11 ingrained in this area, such a beautiful area with a lot  
 12 of high visual quality, high scenic quality. This is  
 13 something that we always want to take a look at and  
 14 determine what kind of changes are going to occur with the  
 15 roundabout alternative over what's out there now.

16 And we know with the two-lane existing facility  
 17 when you go to a four-lane facility, as is being proposed,  
 18 you're going to have a lot more asphalt and a lot more  
 19 roadway. And it's going to have a different character  
 20 than is out there now. And then when you add the other  
 21 features of the roundabout, it's going to be very  
 22 different in terms of the visual character. But as the  
 23 community grows and the development of the residential  
 24 areas are built out, the change in the urban area is going  
 25 to be more reflective of a larger facility. So we feel

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1 that in the long run that the change in the visual  
2 character will be more suited to the development of the  
3 area as it occurs. So even though it's going to be a  
4 substantial change over what's out there right now, in the  
5 long run as the community grows, it's going to be more  
6 fitting to a developed area.

7 Part of the NEPA process is this public  
8 involvement, coming to the community and getting your  
9 input. It's very important to us that you take the time  
10 either to provide us with your written comments or talk to  
11 the court reporter. All of your input is going to be a  
12 part of our final EA. Anything that you submit to us will  
13 be part of the project record, so we really want to invite  
14 you and encourage you to provide us your comments on the  
15 roundabout alternative.

16 Once this is completed after the September 29th  
17 comment deadline, we will take, as I said, all the  
18 comments, include them into the final EA. And we'll  
19 submit the final EA to the Federal Highway Administration,  
20 and they will make the determination on the level of  
21 significance of impact from the project and render their  
22 decision. At that point the NPPA process is completed,  
23 and then it would go into the ADOT development process  
24 which Orlando is going to talk about.

25 MR. JEREZ: Thank you, Sally. Where do we go

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1 from here? When and if the EA is approved, our schedule  
2 for the projects that will be advertising the project June  
3 of 2007, there will be a three-month period when we --  
4 that we have a process that we have to go through in order  
5 to next September, there'll be a ground breaking.  
6 Contractors will be working out there.

7 A year later, the project will be -- we plan  
8 about a year construction. So a year later, the project  
9 will be completed, perhaps September of 2009. With that,  
10 I'd like to turn over the time to Sally which she will  
11 conduct the question-and-answer period.

12 MS. STEWART: And let me go over one thing that  
13 Diane said. There is a public comment period for this  
14 project. It is 30 days, and that concludes on September  
15 29th. So if you want to submit your written comments, in  
16 the handout you have is where the address is that you can  
17 mail in your written comments, but the deadline is  
18 September 29th.

19 Do we have any other cards out in the audience  
20 that we need to pick up? Could some people pick those up  
21 for us. Well, we have a number of cards, which is great.  
22 That's what we wanted. So we'll run through these. All  
23 right.

24 I'm going to start with the very first one that I  
25 received this evening. And the question is: "Do you

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1 think a roundabout will cause more wrecks especially  
 2 considering 18-wheelers going through that four-way  
 3 intersection 24/7?"

4 MR. HAMMIT: I'm going to ask Alvin Stump. He's  
 5 our resident engineer, and he's put roundabouts in the  
 6 subject area. He's done a lot of research and has a lot  
 7 of the hard numbers on that. So, Alvin, if you can pick  
 8 up.

9 MR. STUMP: Thank you. Now actually the main  
 10 reason for considering the roundabouts, actually the  
 11 biggest is safety. And statistics not only nationwide but  
 12 worldwide is 75 percent reduction in injuries, collisions,  
 13 and also a 90 percent reduction in fatalities. So that's  
 14 a big reason why not only here but throughout the entire  
 15 country, transportation engineers are taking a look at  
 16 roundabouts.

17 MS. STEWART: Great. Thank you. We had a number  
 18 of questions on bicycles, so I think we'll address those  
 19 next. The first question says: "I notice that  
 20 enhancement funds have been applied for on this project.  
 21 Plants are great, but what are you doing to encourage  
 22 bicycle and pedestrian shareability along this corridor?  
 23 Have you considered shared use lane markings?" And then  
 24 we have a number of other questions that ask about: "Will  
 25 there be bicycle lanes?"

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1 MR. HAMMIT: On this project, we will have a -- I  
 2 think there was a detail shown that the outside lane is a  
 3 16-foot lane and could be used as a shared use lane. As  
 4 far as markings, right now the standard does not show  
 5 markings. There are some committees that are looking at  
 6 potential new details for -- what we don't do right now is  
 7 stripe for bicycle lanes on the shared use lanes. They  
 8 are looking at some potential markings. But right now  
 9 we're not showing that because that is not our standard at  
 10 this time. I think that was everything on that question,  
 11 Sally. Was there anything else?

12 MS. STEWART: There's one additional question  
 13 that you might be able to answer because the original  
 14 question asked about pedestrians as well. There's a  
 15 question: "Why no sidewalks in this project?"

16 MR. HAMMIT: This project does not have  
 17 sidewalks. Part of that is funding. There was not  
 18 generally sidewalks. ADOT, we looked at the little  
 19 communities to do the sidewalks, to pay for those. We are  
 20 grading and anticipating that they will be added some day.

21 Enhancement dollars are generally used to put  
 22 those sidewalks in. The town has applied for an  
 23 enhancement grant to start that process about landscaping  
 24 around the roundabouts and someday potentially adding  
 25 sidewalks. But at this time, there is nothing in the

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1 program for sidewalks. We're just grading for that in the  
2 future.

3 MS. STEWART: The next question is: "When there  
4 are accidents at two or more roundabouts at the same time,  
5 how will emergency vehicles be able to access victims that  
6 require immediate response?"

7 MR. HAMMIT: I'm going to bring Alvin up on that  
8 again because he has that expertise. But realize that  
9 roundabouts are just an intersection. If we have  
10 accidents at two or more signalized intersections, we're  
11 going to have issues also. But Alvin, he has some of the  
12 dimensions of these roundabouts and the backgrounds on  
13 those.

14 MR. STUMP: There's two points to make. One is  
15 the geometry of the roundabouts and also roadway capacity.  
16 As Dallas mentioned, if you have a signalized intersection  
17 and you have an accident there, that signal is blocked.  
18 It's difficult for vehicles, emergency vehicles, to not  
19 only get to the intersection but also get out.

20 With a roundabout as far as the geometry, in the  
21 two way or the two-lane roadway width, that width varies  
22 from 28 to 32, 34 feet, depending on the exact design,  
23 plus there is a truck apron. So even if you have two  
24 vehicles abreast in the roundabout at the time that a,  
25 say, a fire truck does come through, there is width for

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1 vehicles to pull over to the side and allow for a fire  
2 truck to get through.

3 In the single lane segments, you have about a  
4 20-foot roadway width plus the six foot -- well, it  
5 varies. Some truck aprons are more or less, but you do  
6 have the width there. Also you would have -- you'll find  
7 that you have at roundabouts minor sideswipe accidents  
8 rather than the 90 degree T-bone accidents that you have  
9 at signalized intersections. So what that means at an  
10 intersection is they're minor where the motorists can  
11 either pull over to the outside edge of the roundabout or  
12 exit the roundabout. In either case, the intersection  
13 continues to function, unlike at a signal.

14 And also another one last point to make about  
15 roundabouts, you'll find there's overall just less traffic  
16 around the intersection because you're not stopping  
17 traffic. When you stop traffic, you stack traffic. And  
18 that just keeps motorists there longer. And so a fine  
19 example is a roundabout Prescott, it proved that to a lot  
20 of people the first day we opened it because they were  
21 expecting all kinds of backups. And they went through and  
22 they had the backups at the next intersection where there  
23 was a signal.

24 MR. HAMMIT: One other point I'd like to make is  
25 yesterday and throughout this process, we have been

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1 working with the emergency responders, both the fire  
2 department and the police department. And I think we can  
3 say comfortably that they do feel comfortable with that.  
4 The chief is here tonight and, if needed, has stated that  
5 he can state his support of our project. So if you need  
6 that, we'll be happy to bring him on. Next question.

7 MS. STEWART: Okay. I have one more question  
8 that's related to the same subject, so I'm going to go  
9 ahead and read this one as well. "With so many elderly  
10 people in the community, the roundabouts will be confusing  
11 to them. How will you overcome the confusion factor  
12 leading to accidents or impeding the traffic flow?"

13 MR. HAMMIT: Educational opportunities. We will  
14 do education through the media. We will have newspaper  
15 ads. When we opened the roundabout in Prescott here this  
16 summer, we did get out to the public and try to educate  
17 them and it's worked very well. That roundabout is  
18 functioning extremely well.

19 One thing that really sells it is you come up to  
20 the roundabout. You go through it. And then you go up a  
21 mile and stop at the signal because the backups are at the  
22 signal. There's basically a free flow through the  
23 roundabout.

24 But we will do education for the public. And as  
25 you can see and were presented, there are some signs that

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1 will be as you approach the roundabout and we've had  
2 pretty good success with that.

3 MS. STEWART: The next question is: "In Phoenix,  
4 there is phenomenal growth. What percentage of  
5 improvements involve roundabouts in the greater Phoenix  
6 area?"

7 MR. HAMMIT: I don't have the answer to that one.  
8 A lot of the growth in Phoenix is done by the local  
9 communities. If there's a project in Scottsdale,  
10 Scottsdale's doing that or Tempe or the local communities.  
11 In Phoenix, ADOT's role is mainly on the interstates and  
12 the loop ramps.

13 I do know in our district that we are looking at  
14 roundabouts on a number of routes. We put it in just like  
15 I said on 89. In Wickenburg, we have a project that is  
16 putting in two roundabouts. We have another project that  
17 is the community. The town of Wickenburg has asked we  
18 would like to see them on the next section. Most of you  
19 probably know in the Flagstaff district, there's  
20 roundabouts on 179 proposed, and construction should  
21 begin. So we are looking at that throughout the state and  
22 the district.

23 MR. STUMP: I can add a little bit to that.

24 Right now, the communities down in the Phoenix area have  
25 started a roundabout steering committee. Basically what

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1 that is for the public work staff for Scottsdale,  
 2 Phoenix, Mesa to all come together and agree on their own  
 3 set of standards because they are also looking at  
 4 roundabouts.

5 MS. STEWART: Okay. Great. There is one other  
 6 project in the urban Phoenix environment that I should  
 7 mention as well that ADOT is doing. And that is some  
 8 roundabouts on the US 60 into Mesa.

9 The next question is: "If roundabouts are so  
 10 great, why are some states spending millions, such as in  
 11 New Jersey and Happy Valley Road in Phoenix, to remove  
 12 existing roundabouts?"

13 MR. HAMMIT: What we've found is we haven't found  
 14 where states are taking out roundabouts. We've found out  
 15 where they're taking out traffic circles which function  
 16 much different than a roundabout. In a traffic circle,  
 17 the traffic control is different. In a traffic circle, as  
 18 you enter the circle, you have the right-of-way. In a  
 19 roundabout, as you enter the roundabout, you yield to the  
 20 people inside of the roundabout. We will educate people  
 21 so they'll know how to use them.

22 But we've had heard this comment before. And  
 23 then we've gone and called. We heard in Las Vegas they're  
 24 taking out roundabouts. We called Las Vegas. They're  
 25 adding additional roundabouts.

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1 So I do know that there's never been a roundabout  
 2 taken out. But in the research that we've done, the  
 3 traffic intersection controls have been taken out or  
 4 traffic circles, not roundabouts. And the other thing we  
 5 do know is there are more and more roundabouts being added  
 6 all the time, not just in Arizona, throughout the nation.

7 I'll take one real quick because it has to do  
 8 with roundabouts. I've got one: "Where is the Prescott  
 9 roundabout that we've been talking about?" For those of  
 10 you who have never been on it, it's on 89 as you're coming  
 11 in, say, from Chino Valley headed towards Prescott. It's  
 12 right at the Watson Lake entrance, so we'd be happy for  
 13 you to try that out.

14 MS. STEWART: One question that sort of touches  
 15 on something that Dallas brought up, I think, is  
 16 appropriate for us to address now. And you'll see me  
 17 sorting through these cards. I'm trying to put them in  
 18 categories that are all sort of relating to the same  
 19 subject, but we'll get to all of them. This question is:  
 20 "How does this proposal compare with the Sedona to Oak  
 21 Creek project?"

22 MR. HAMMIT: I am not an expert on that project.  
 23 I do know that that project is similar in nature to the  
 24 fact that it is controlling access through the use of curb  
 25 and a raised median. It is also controlling intersection

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1 use with roundabouts. That project differs. We are  
2 proposing two lanes going through. That one has one.

3 I think we can get -- if that's a comment and you  
4 need more information, we can get that. But unfortunately  
5 that's in another district, and I have a hard enough time  
6 keeping track of all my projects without understanding all  
7 of Flagstaff's. But the major concepts, they're very  
8 similar in that regard, but we do have two lanes and they  
9 only have one.

10 MS. STEWART: Okay. Great. We have a question  
11 on cost. "What is the right-of-way and construction cost  
12 of the project?" And this individual wants the  
13 right-of-way cost, the construction cost, and then the  
14 total cost of the project.

15 MR. HAMMIT: I get a break.

16 MR. JEREZ: The current estimate that we have on  
17 the project, we have \$10,000,000 of construction costs and  
18 about two and a half million for right-of-way, so the  
19 total cost is about 12 and a half million dollars.

20 MS. STEWART: We have a question that asks if we  
21 have any actual film footage of existing roundabouts with  
22 500 to 600 large trucks during daily business hours?

23 Well, I don't know that our film footage is going  
24 to show you 500 or 600 trucks going through a roundabout.  
25 But as I indicated, we do have several different DVDs in

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1 the back of the room. The one we have loaded up right now  
2 is from Washington state?

3 UNIDENTIFIED SPEAKER: Yes.

4 MS. STEWART: It's from Washington state. We  
5 have some other footage on an additional DVD that shows  
6 large vehicles in the area of Vail, Colorado, using the  
7 roundabouts. So we do have footage of those larger  
8 vehicles going through the roundabouts. Don't know if  
9 it's at this traffic volume, but we do have some footage  
10 we'd be glad to show you in the back of the room. And as  
11 Dallas said, there are other nearby roundabouts as well.

12 This next question is: "Where is the four-lane  
13 with center turn lane and one signal at Black Hills Drive  
14 alternative? I drive this road five to six times daily,  
15 and there is no traffic buildup anywhere else." So  
16 they're looking for the alternative that would have had  
17 four lanes with a center turn lane and one signal.

18 MR. HAMMIT: I'll take that. That alternative  
19 was eliminated for a couple of reasons. One, as Orlando  
20 or Steve mentioned, I don't remember which, we did an  
21 access control study along the corridor. That access  
22 control study stated the best way to move traffic through  
23 the corridor and the safest way is to control access and  
24 control left turn movements. And so that would put raised  
25 medians throughout the corridor.

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1 With those raised medians, we felt it was  
 2 appropriate to put roundabouts to allow, for one reason,  
 3 to allow the U-turn movement. As Alvin stated, the  
 4 accident rate, the severity rates are dramatically reduced  
 5 at a roundabout, 75 percent injury accident reduction and  
 6 90 percent reduction in fatal at a roundabout. So that's  
 7 why that alternative was eliminated.

8 MS. STEWART: All right. The next question is:  
 9 "Traffic going through the roundabout will create a stream  
 10 of headlights going through the back windows of my home.  
 11 How will this be addressed?" We may have stumped the ADOT  
 12 team.

13 MR. STUMP: We might have to have them meet to...  
 14 MS. STEWART: The individual that wrote question,  
 15 the project team, they would love to talk to them on an  
 16 individual basis afterwards. So come and see us. We  
 17 would love to take a look at that.

18 The next question is: "If my property would be  
 19 affected, i.e., bought up by this project, would I already  
 20 be aware of it or might there be a future surprise?"

21 Mike?

22 MR. SRATIO: I'm Mike Sratio, right-of-way. And we  
 23 are not anticipating any total acquisitions on this  
 24 project whatsoever. It's all strict frontage. So, yes,  
 25 you probably would have known. If there was going to be

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1 any total acquisitions, you would have known it already.  
 2 But since it is all frontage, we have been contacting  
 3 people and letting them know that there is a project out  
 4 there that affects their property. And I guess the answer  
 5 is, You would, but there aren't any.

6 MS. STEWART: There is an additional question  
 7 that's somewhat related to that, and it's very specific to  
 8 a specific landowner, and I'm not going to read his name.  
 9 But the question really wants to know: "Were specific  
 10 landowners -- what role did they play in this proposed  
 11 project?"

12 MR. HAMMIT: On this project and every project  
 13 that ADOT works with, we work with all interested parties,  
 14 stake holders along the corridor. A property owner along  
 15 a corridor is definitely a stake holder. And so, yes, we  
 16 do work with property owners along the corridor. So but  
 17 we don't isolate one and work with that one and not work  
 18 with another one. So we do work with all of them and all  
 19 interested stake holders throughout the process.

20 MS. STEWART: Okay. The next question is: "Why  
 21 build all five roundabouts at once? Build one at each end  
 22 to first test how they work. Construct left turn, U-turn  
 23 at other intersections for now. Five roundabouts is a  
 24 huge impact on this highway."

25 MR. JEREZ: The reason when we were going

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1 through, if you remember in my presentation, I mentioned  
2 that the access control study recommended to have a raised  
3 median throughout the project. At the beginning, we had  
4 regular intersections. There's no traffic signal ones,  
5 traffic signals at this location. So there will be stop  
6 signs or some other source of access control there. That  
7 would require somebody going, let's say, if they get out  
8 of the driveway going north and they need to go south to  
9 get to a point where they're going to have to wait until  
10 there's an opening in the traffic to be able to make their  
11 U-turn. It's an unsafe condition. We see it downtown in  
12 Cottonwood where left turns and where there's accidents.  
13 So if you remember, part of the study said that  
14 we have to have five locations, five full access points in  
15 the corridor. When we met with the community, with the  
16 town and the city, again, we discussed all the issues.  
17 And their recommendation was to build the five roundabouts  
18 to provide access for the businesses and for the customers  
19 to be able to go through a roundabout and turn around and  
20 get access to the business.

21 MS. STEWART: Okay. Orlando, don't go too far  
22 because I believe you've addressed part of this, but you  
23 might want to add some additional details. The next  
24 question is: "How were the number and locations of the  
25 proposed roundabouts arrived at?" And I think you

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1 answered the number, but you might want to address the  
2 locations a little bit.

3 MR. JEREZ: The locations, again, if we look at  
4 the corridor, at one time we had them spaced out farther  
5 apart. And there was a concern from the community and the  
6 businesses in the area that it was going to be too long to  
7 go all the way down to the next roundabout and come back  
8 to wherever access point they wanted to get to. So in  
9 looking at the spacing, we decided, Okay, let's look at  
10 spaces where it's even spaced throughout the corridor to  
11 be able to provide access to everybody.

12 MS. STEWART: The next question is: "This road  
13 was built for a truck bypass. Why is it being transformed  
14 into a scenic route?"

15 MR. HAMMIT: Right now we develop the roadways to  
16 fit the use. It would be as a state highway engineer that  
17 my thing I could do was get off of an interstate and no  
18 access points, it makes my life very easy. But our  
19 roadways aren't that way. In rural Arizona, we have  
20 roadways through communities, and those designs have to  
21 fit that change in Arizona.

22 When 89A was put in, it probably was a truck  
23 bypass and there wasn't a community around it. Now with  
24 the growth that we're seeing here in the Verde Valley, we  
25 have to match that change. We do look at future

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1 alternative routes, maybe study it at a time. But right  
 2 now the need for this roadway is more of an urban type  
 3 roadway.

4 MS. STEWART: All right. The next question is:  
 5 "Why roundabouts?" And I think we've sort of addressed  
 6 that. But this one specifically mentions "the roundabout  
 7 at I-17 and milepost 289 is a mess. It's not maintained."  
 8 I know we talked a little bit about landscaping, but can  
 9 we talk a little bit about maintenance?

10 MR. HAMMIT: 289 is the Verde roundabout at  
 11 middle Verde. We have two -- there are two roundabouts at  
 12 that location. One is ADOT's. One belongs to the tribe.  
 13 Landscaping generally, landscaping on a project, ADOT,  
 14 because of budgetary issues, we look to our partners in  
 15 the communities to maintain that.

16 We do hear issues with maintenance quite often.  
 17 We would love to mow more. We would love to do a lot more  
 18 weed control. We just don't have the funds. We have to  
 19 prioritize. Responding to an accident is a higher  
 20 priority. Fixing damaged guardrails after an accident,  
 21 doing slope repair on a roadway that could cause an  
 22 accident, these are all higher than weed control.

23 We do do mowing. I have three mowers going in  
 24 the district now. But as a priority, that's why we look  
 25 to our partners in the communities to help us out on that

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1 end. I would have to look at what individual issues -- I  
 2 guess when we say that roundabouts are a mess, is it  
 3 litter control? Is it traffic flow? But if that was your  
 4 question, I would be happy to talk to you after the  
 5 question-and-answer and give a more detailed answer.

6 MS. STEWART: Okay. Well, we're getting down to  
 7 the last few. This question is: "What will happen to  
 8 traffic flow in and out of the Pine Shadows community?"  
 9 And do we need more identifying information on where that  
 10 community is located?

11 MR. JEREZ: In this community, again, when we  
 12 looked at the whole picture of the whole corridor, we had  
 13 to identify or spacing out these access points, these  
 14 intersection points. And the traffic at the community is  
 15 going to have a right in, right out. I know some of the  
 16 members of that community, they feel like it's going to be  
 17 out of their way to go to the roundabout and make a U-turn  
 18 and come back the other way. But it's safer than going  
 19 across four lanes of traffic.

20 MS. STEWART: Okay. The next question is: "What  
 21 will be the speed limit between the roundabouts? Will  
 22 there be a speed reduction before each roundabout? If so,  
 23 what will the speed be?"

24 MR. HAMMIT: I was just checking to make sure.  
 25 The question to the second part: Will there be a speed

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1 reduction before you come to the roundabout? Yes.  
 2 Generally we reduce speeds 20 miles an hour in the  
 3 roundabout. In between, I believe the posted speed limit  
 4 will be 45. But that 20 mile an hour reduction, compare  
 5 that to a stop at a traffic signal, so we do move more  
 6 traffic through there.

7 MS. STEWART: We have a question about the  
 8 roundabout at 11th Street and Cement Plant Road and why  
 9 it's a one-lane roundabout as compared to a two-lane  
 10 roundabout.

11 MR. HAMMIT: I guess I'm going to cop out on this  
 12 one. That is not an ADOT roundabout. It is a roundabout  
 13 built by Clarkdale. But I would guess they built it for  
 14 the need. They did a traffic study and saw that a  
 15 one-lane roundabout was sufficient for the traffic volumes  
 16 that they were seeing. But to have the exact answer, I  
 17 would have to defer to them because that's on their system  
 18 and not ours.

19 FRANK SA: The one at Cement Plant Road, not the  
 20 one down --

21 MR. HAMMIT: Oh, on our project?

22 FRANK SA: Yeah.

23 UNIDENTIFIED SPEAKER: 11th Street and Cement  
 24 Plant Road.

25 MR. HAMMIT: Okay. So 89A and -- that one is on

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1 ours. And the reason three directions coming into the  
 2 roundabout are one lane. And so the volumes don't warrant  
 3 bringing two lanes all the way through, so we taper down  
 4 to one lane as you approach that intersection. And with  
 5 the other three legs being one lane, it was appropriate to  
 6 keep that as a one-lane roundabout.

7 FRANK SA: Can I say something about that  
 8 roundabout? I drive through there at least 10 times a  
 9 day. All traffic no matter where it starts from goes  
 10 through that intersection, goes through that roundabout.

11 You know, we're looking forward to the roundabout being a  
 12 two-lane roundabout. It makes truck traffic and people  
 13 traffic through there a whole lot easier. That's going to  
 14 cause a bottleneck.

15 MS. STEWART: Sir, you know, we would really love  
 16 it if you would give your comments directly to the court  
 17 reporter since we do need to identify you with your name  
 18 and address. We do want to hear your comment. But  
 19 because this is a formalized process, we really need you  
 20 to be able to do that afterwards with the court reporter  
 21 so that we make sure that's it recorded in our document.

22 I'm going to move on to two questions now that  
 23 are sort of related. And one says: "How much taxpayer  
 24 money has been spent and will be spent on these studies  
 25 that have not proven efficient?" And the related question

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1 is: "Is this the proper way to spend tax dollars, all meetings, no action?"

MR. HAMMIT: I'll address part of this. There is action. If we get this through, we have money programmed for this fiscal year. And when we complete this process, we can begin construction about this time next year. So there will be action.

To get that fund, there are procedures that we have to go to. We need to come to you. We need to ask your comments. The old way of building roads were in the back door of the district office. We decided where it would be built, and we got a design, and we told you as we were coming through where the road was. It might not have been that abrupt, but we didn't go out to the public.

We saw the need quite a few years back that we need to inform the public. We need to make you aware of the impacts and how that goes. There are studies that we do not come away with a conclusion. We've completed one in this area this year that we did not get consensus with. But we are -- in this process, we have a project and we're going to move forward with it.

MS. STEWART: Well, I see some community input and action right here in this question, and so I'm going to read this one next. "Can the roundabout be adopted for maintenance and clean up by a business or organization or

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individual?"

MR. HAMMIT: And I'm assuming adopted as in our Adopt a Highway? We haven't had that come up. But, yes, I think that we would work with that. We would have different traffic control needs. As you know, Adopt a Highway is a -- we're proud of that program. We're getting a lot of areas cleaned up. Our Adopt a Highway teams take a lot of pride in their areas, and many of them do great jobs.

But, yes, we will have those areas available for Adopt a Highway. We're going to have to modify our training because there'll be a little bit different -- you're going to be working in an area that -- but we can allow that for Adopt a Highway.

MS. STEWART: Well, I'm down to the last question that's actually in the question form. We have received, I believe, two comments on our question forms that will be entered into the record as comments. We're not going to read them because they're technically not in a question format and don't give us -- or require a reply.

But this is the last question. I'm going to ask Orlando to answer this unless there's one sneaking in behind me. "Why should ADOT or why would ADOT even think of subjecting people to this kind of confusion? I've seen roundabouts. And if there are more than three cars, there

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1 is confusion."

MR. JEREZ: Why roundabouts? Again, as we've seen in the presentation, they're safer. They're safer in my opinion. If you look at an intersection, first of all, we put stop signs, right? And then once the traffic gets to a volume that increases, then we put four-way stop signs and then it gets worse. The next is to put a traffic signal. But we know at traffic signals there's a lot of accidents, not only accidents but there's a lot of fatalities. People run red lights. We see that everywhere. Down in Phoenix it happens all the time.

A roundabout is a lot safer. We reduce speed. It decreases the speed of the cars going through the roundabouts. The points of conflict, they go down to eight points instead of like 16 points at a regular intersection. They're safer, again, for this community because to allow them to make the U-turn to make it accessible to the whole community, it's a good thing, a better intersection for the community.

MR. HAMMIT: I'd like to add a couple things to what Orlando said. Why do we have the roundabouts? As Alvin mentioned earlier, it reduces injury accidents by 75 percent. It reduces fatal accidents by 90 percent. When we see that type of reduction, we have to consider that.

The other thing is the 89A project or 89 project

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in Prescott sees 20,000 vehicles a day going through that roundabout, which is not quite double but almost what 89A has. They have learned very quickly how to do that.

Paysok, we put a roundabout in there last Memorial Day. It's been in there a little over a year. A lot of resistance to that. And now the town is considering three more locations for a roundabout. Prescott has identified at least two if not more that they want to add in the area. Prescott Valley on their own is planning a roundabout.

The communities are seeing the advantages of these roundabouts. And as more and more are put in, people will understand how to use them and they will become much more accepted. One thing that on Alvin's project there in Prescott, emergency response has been an issue in a lot of areas. The Prescott Fire Department chose to put their new fire station right next to the roundabout. They'll have to access that, go through that roundabout for almost every call. They felt that was the best place to put their new station. So that showed their confidence in the movement of the roundabout.

MS. STEWART: All right. Well, I have been handed one last question. And it's a question about bicyclists and bicycle lanes that we addressed early in the question-and-answer period. So the person that just

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**Response to Comment B1-1**

The Selected Alternative will incorporate a 16-foot outside lane, which could be used as a shared-use lane. A 16-foot wide outside lane width, versus the standard 12-foot traffic lane, provides some separation between bicyclists and vehicles.

Although no bicycle paths or sidewalks will be completed as a part of this project, the Town of Clarkdale and the City of Cottonwood will be applying for a joint grant from the Federal Highway Administration which would be applied to landscaping features as well as, pedestrian and bicyclists amenities for SR 89A within the existing project limits. The Arizona Department of Transportation has provided guidance to the local communities to apply for the federal grant to complete the installation of pedestrian and bicycle amenities.

B1

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1 handed us this card can certainly come up and see any  
2 member of the project team afterwards, and we'll answer  
3 that question for you individually.

4 And that, as I said, is the last question that we  
5 have. And we only have a few minutes left but we would be  
6 happy to entertain any individual questions or comments.  
7 And certainly the court reporter is here to take your  
8 verbal comments. Do not forget that you have the  
9 opportunity to send us or hand us your written comments as  
10 well. They are due by September 29th, and the address is  
11 on the screen and it's also in your handout. And those  
12 are to be sent to Patricia McCabe at Logan Simpson Design  
13 at this address in Tempe.

14 We want to really thank you for coming tonight.  
15 We appreciate you spending your time with us on this  
16 project.

17 MR. HAMMIT: I'm reminded that the video is back  
18 there if you want to go watch it.

19

INDIVIDUAL COMMENTS

21

22 LISA TERRY: Lisa Terry. Do you want a P.O. Box  
23 or street address? P.O. Box 3991, Cottonwood, Arizona  
24 86326. I would like to see more bicycle friendly  
25 facilities and more bike lanes in the community on any

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B1-1



**Response to Comment B2-1**

The projected traffic volumes along Old Highway 89A and Cement Plant Road do not warrant an expansion to four lanes (two lanes in each direction), therefore, three legs of the roundabout at this intersection will be one-lane. The SR 89A roadway will therefore taper down to one lane as it approaches this intersection, making all approach legs one lane.

**Response to Comment B3-1**

One purpose of this project is to improve future emergency services. Without improvements, and as the traffic volumes increase, emergency services are going to have a more difficult time maneuvering through the existing roadway. Increasing the roadway capacity by adding an additional lane in each direction and including roundabouts will allow emergency services including, police, ambulance, and fire vehicles to move through this area more efficiently. Although some out-of-direction travel may be required, the overall movement would be easier for emergency services because the roadway improvements eliminate the need for emergency vehicles to cross oncoming traffic, make stops, or be slowed by projected traffic congestion. In addition, the planned median curb system is a passive traffic control device consisting of curbs that are mountable by emergency vehicles. This will allow the emergency vehicles to safely cross over the median, if required.

Throughout the environmental process, ADOT has been working with the local emergency responders, including the fire departments, police departments, ambulance service, and the local hospital.

Local emergency services have expressed their support for the Selected Alternative during recent discussions and coordination.

B2

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B1-1  
(cont'd)

1 future road planning or on any existing roads. I would  
2 like to see more bike lanes. Thank you.

3 FRANK SA: My name is Frank Sa, the last name is  
4 S-a, P.O. Box 1312, Clarkdale. My comment is on the  
5 roundabout at Cement Plant Road and 89 -- 11th Street or  
6 the old Main Street of Clarkdale. Why turn it into a  
7 single lane, because all of the truck traffic starts at  
8 that point. And the cement plant is going to be enlarging  
9 capacity to two more times.

10 So that intersection right now, it causes a  
11 bottleneck. And with a single lane, I think it's going to  
12 continue to cause a bottleneck. So instead of widening it  
13 later, why not do it now to accommodate the traffic  
14 because all the traffic that runs through there, all the  
15 truck traffic, does go straight through that roundabout.

16 And we also have a problem with tourists at that  
17 intersection going up to Jerome because of that left turn  
18 in there. With the two lanes -- with a four-lane  
19 roundabout, it'd be a lot easier for them and the trucks  
20 to get around that corner without waiting for each other.  
21 And, let's see, I guess that's about it for that  
22 roundabout. But I would like to see them consider that, a  
23 four-lane roundabout instead of a single lane. Thank you.

24 DAVID BRANN: David Brann, B-r-a-n-n. I live in  
25 Pine Shadows. Now if a person -- and Pine Shadows has 300

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1 plus homes there. Now these are all seniors that live in  
2 Pine Shadows, 55-plus people. Now if they have an  
3 emergency and they need to get to the hospital down  
4 thataway, then they've got to leave Pine Shadows and go up  
5 to the turnaround there and come back. It's very  
6 confusing if you're in an emergency. And even if an  
7 ambulance came up to pick you up, then they still have to  
8 go up to the next turnaround and come back to the  
9 hospital.

10 And this is where I see a problem there at Pine  
11 Shadows, which is a senior community. And a lot of these  
12 people at Pine Shadows, they're not healthy people.  
13 They're seniors, a lot of them. The lady right next to  
14 me, they just took her out because she has Alzheimer's,  
15 you know. And so it's a huge senior community. And the  
16 emergency part of it, you know, they're trying to get to  
17 the hospital. Obviously though you want to go the  
18 shortest route. You don't want to have to, you know, go  
19 towards Jerome to get to Cottonwood. So that's where I  
20 see a real problem.

21 And as I said, it's a large community. It's  
22 300-plus houses there, you know. It's not a small  
23 community. And that's the only access out of it. I just  
24 wanted to point that out to you. And that's why I don't  
25 understand this diversion. You know, I don't understand

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B3-1  
(cont'd)

**Response to Comment B4-1**

The projected traffic volumes along Old Highway 89A (northbound and southbound legs) and Cement Plant Road do not warrant an expansion to four lanes (two lanes in each direction), therefore, three legs of the roundabout at this intersection will remain as they currently exist, one-lane in each direction. This roundabout would not function properly if one leg of the roundabout entered with two lanes, while the remaining three legs entered with a single lane, therefore, the SR 89A roadway will taper down to one lane as it approaches this intersection, making all approach legs one lane.

**Response to Comment B5-1**

Additional access roads will be evaluated along SR 89A at the proposed locations of Paul's Boulevard, Katy's Drive, and Anna's Avenue, as stipulated in the December 2, 2003, Cottonwood City Council meeting minutes upon the demonstration of need for these adjoining roads. Additional studies will need to be completed to support requests to have Paul's Boulevard, Katy's Drive, and Anna's Avenue intersect with SR 89A.

B23

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B3-1  
(cont'd)

1 the diversion for a senior community like that.  
2 And then they're going to have the one across the  
3 way which is The Greens. That's another senior community,  
4 the golf course there. That's another one that's being  
5 developed right now. So I don't know. I mean, it doesn't  
6 make sense to me when you have so many seniors that are  
7 going to have medical problems to have to go the wrong way  
8 to get their emergency care.

B4-1

9 JIM LEFFLER: Jim Leffler, L-e-f-f-l-e-r. The  
10 cement plant traffic circle should stay four-lane, not  
11 two, not a single lane. And two reasons: One is future.  
12 You don't have to rebuild it. And, two, so you don't have  
13 to race, you do not have a race to get to that single lane  
14 issue. If you've got a cement truck coming out of the  
15 traffic circle with a car and they're both vying to get in  
16 the front going into that traffic lane. And then also it  
17 allows the cement trucks a smoother path through the  
18 circle, because that's going to be ugly.

B5-1

19 ANDREW GROSETA: Andrew Groseta, G-r-o-s-e-t-a,  
20 P. Andrew Groseta, P like in Peter. It's Peter Andrew  
21 Groseta. Forgot what my question was. Oh, I want to make  
22 just a couple housekeeping questions.

23 I just want to make sure that what's incorporated  
24 in this project includes two future additional roundabouts  
25 that were not presented tonight in the presentation. Both

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**Response to Comment B6-1**

The address will be updated in the project distribution list.

The comment is included in the project record.

The Selected Alternative will incorporate a 16-foot outside lane, which could be used as a shared-use lane. A 16-foot wide outside lane width, versus the standard 12-foot traffic lane, provides some separation between bicyclists and vehicles. According to the Town of Clarkdale 1991 *General Plan*, City of Cottonwood 1995 *General Plan*, the 1993 *Verde Valley Regional Transportation Study*, and as stated in the Cottonwood *General Plan 2003-2013*, this segment of roadway has no special designation; cyclists are to use shoulder of curb lane. Therefore, the Selected Alternative conforms with the existing local and regional area transportation plans.

Although no bicycle paths or sidewalks will be completed as a part of this project, the Town of Clarkdale and the City of Cottonwood will be applying for a joint grant from the Federal Highway Administration which would be applied to landscaping features as well as, pedestrian and bicyclists amenities for SR 89A within the existing project limits. The Arizona Department of Transportation has provided guidance to the local communities to apply for the federal grant to complete the installation of pedestrian and bicycle amenities.

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1 of those locations were submitted by the City of  
2 Cottonwood when they endorsed the roundabouts for Highway  
3 89A as part of the Groseta Ranch master plan. Both of  
4 those intersections are identified as Anna's Avenue,  
5 Anna's A-n-n-a, the name Anna, and Katy's Drive, K-a-t-y  
6 Drive.

7 Those are located -- Katy's Drive is located  
8 between the Groseta Ranch Road roundabout and the Verde  
9 Heights/Black Hills roundabout. Anna's Avenue  
10 roundabout's located between the Groseta Ranch Road  
11 roundabout and the next one up the road which is, I  
12 believe, Lisa, Lisa/Lincoln roundabout. Both of those  
13 locations have been identified on the Groseta Ranch master  
14 plan which was approved by the City of Cottonwood here  
15 three or four years ago.

16 And when the City approved and endorsed the  
17 roundabout concept with ADOT, it was subject to both of  
18 those would be included in the plan and to be built at a  
19 later date. I just want to make sure that that's part of  
20 the plan so we don't have to go back through the NEPA  
21 process all over again. So you're presenting five. In  
22 reality, there's seven, including these two. So if you'll  
23 include that.

24 RANDY VICTORY: The address for the Verde Valley  
25 Cyclists Coalition is Post Office Box 172, Cottonwood,

B5-1  
(cont'd)

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1 Arizona 86326. And I wanted to comment on the  
2 presentation. And I feel like there were some pretty  
3 serious omissions during the presentation, specifically  
4 project objectives. And I think it was a pretty bad  
5 slight that multimodal accommodations were completely left  
6 off the list of project objectives.

7 And I've seen the book that was mailed out, and I  
8 know that bicycle accommodations were mentioned in the  
9 book. However for a group, for a public group, for  
10 multimodal accommodations to be left off a list of project  
11 objectives that the public's going to see is pretty bad.  
12 It's pretty atrocious. There was no mention of shared use  
13 lanes until it came up in the questions later. And either  
14 bike lanes or shared use lane markings in the wide outside  
15 lanes, it really should be addressed as an improvement  
16 over existing conditions.

17 Also I felt that, okay, maybe they left it out of  
18 the project objectives. But later on, when the part of  
19 the presentation on social and economic considerations  
20 came up, I thought, well, that would have been a perfect  
21 opportunity to once again talk about multimodal impacts,  
22 and that was, again, left out of the presentation.

23 You know, they also talked about the increased  
24 accessibility of emergency services. And once again, wide  
25 outside lanes that can accommodate bicycles and bike lanes

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B6-1  
(cont'd)

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1 are a perfect location for vehicles to pull over into and  
 2 accommodate emergency services. And when you've got a  
 3 curb and gutter section, the wide outside lane or bicycle  
 4 lane also provides an improved gutter pan for improved  
 5 water flow.

6 So there were some things that could improve the  
 7 project as far as bicycle accommodations that really  
 8 haven't been looked at, you know, thoroughly by ADOT and  
 9 by the project team. And there are about 15 other things.  
 10 There's accident avoidance. When a motorist comes up on  
 11 some sort of impedance or accident in a roadway, bicycle  
 12 lanes give them escape room. It gives maintenance crews a  
 13 place to go to work when they need to. It gives --- I've  
 14 talked about the water flow. I've talked about a place to  
 15 pull over for emergency vehicles.

B6-1  
 (cont'd)

16 And unfortunately, I've got a list, but I don't  
 17 have it with me. The list does include about 15 different  
 18 things, and most of these are benefits to motorists. I  
 19 think three of them are, you know, improved  
 20 bicycle/pedestrian access. But one thing is if we did  
 21 eventually build those sidewalks, it keeps bicyclists in  
 22 the bike lane, not on the sidewalk. So that's one of the  
 23 benefits. But when I've got the list, it's about 15  
 24 different benefits.

25 Anyway, but I don't expect their presentation to

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1 include my list of 15 things that make bike lanes great.  
2 Of course, the presentation, I understand, was short. But  
3 it just left multimodal accommodations off the list  
4 completely, and that was -- that was bad. It was a bad  
5 thing. That's all I really wanted to say.

B6-1  
(cont'd)

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7 (The Public Hearing concluded at 7:50 p.m.)  
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1 STATE OF ARIZONA )  
 2 ) ss.  
 3 COUNTY OF MARICOPA )  
 4 I DEBORAH CLEARY, do hereby certify that the  
 5 foregoing transcript of the Public Hearing constitutes a  
 6 true and accurate transcript of the proceedings had in the  
 7 foregoing matter, all done to the best of my skill and  
 8 ability.  
 9 DATED at Phoenix, Arizona, this 19th day of  
 10 September, 2006.

Deborah Cleary, RPR/CR  
 Certified Reporter  
 Certificate No. 50663

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